

# Maclean's

Canada's National Magazine

**5¢**  
*a copy*

T O R O N T O  
**MARCH 1**  
1 9 4 1

*The*  
**World's  
Biggest  
Production  
Job**

*By Richard L. Harkness*

**What Britain  
Eats**

*By Floyd S. Chalmers*



Cover: Donald Gordon, Chairman,  
War-time Prices and Trade Board,  
taken for Maclean's by Kenh.

# Service

## TO TRANSPORTATION IS SERVICE TO THE NATION



*Keep 'em Rolling!*

Canada's TRUCKS are challenged today to work the task of doing double-duty and hauling at double-speed. They—cars, buses, freight haulers, farm vehicles.

The trucks now on the job in Canada must shoulder the major part of the load. For there is little more and fewer new models for replacement. If the trucks needed for your business, here's the practical way to keep trucks on the job.

Give your trucks prompt service when they need it. Give them the best service you can get in a land that you find is International's many Company-owned service bases and its International dealer service network, close to every "Right-Handed" motorist.

Service-minded is new efficiency in keep Canada's trucks rolling!

Intensified the International Maintenance Program that is already saving money and delivering increased output in thousands of International owners. To you one of all working parts, in scheduled intervals, help provide your follow-up service, greatly reduce operating costs, and keep trucks in work with maximum time out for repair.

Keep us around personal, modern equipment, complete stocks of first quality parts for International Service keep your trucks at top working condition. Keep Canada's trucks rolling for VICTORY!

INTERNATIONAL HARVESTER COMPANY  
1000 Avenue Road, Toronto, Ont.

"We, the Servicemen of  
INTERNATIONAL  
will give our best to keep  
Canada's trucks rolling!"



# INTERNATIONAL SERVICE

## THIS IS WHAT WE THINK



### Hitler Isn't Fooling

SOME people seem to think they are helping Hitler by buying U.S. Victory Bonds. They are not.

There's a big mistake. You can't laugh off a big mistake.

Hitler and what his syndicates are too great a menace to be evaded by ridicule. Let us say it may be when they are at their purpose. But there is plenty of proof that in the matter of this war, Hitler is not fooling.

What, not that Hitler has captured the German people as the great victory, the reward for years of great effort?

That is the real answer.

"A new emergency of German soldiers will be caused. This emergency will have slaves assigned to it. These slaves will be their property and to control of business and German economy. Plans do not interpret the word 'slave' as a person, or a physical term. We actually have to read a modern form of modern slavery which we must, and will, maintain. These slaves will be denied a higher education, which will in future be reserved only for the German population. England must be destroyed as Churchill was destroyed."

Was Hitler wrong?

The educated people of Poland, Czechoslovakia, Norway, Belgium, Holland, France and Greece have been dominated by master, servant as perfection.

The working classes of those countries, millions of them, are actually slaves under German masters.

And what of the Japanese? Their doctrine is that the whole man is an engine — motor because he does not exercise his individuality in the state. We'll conquer and dominate of the whole man is what the Japanese don't want.

The reference to slavery or freedom as the prize represented above is no such advertising ploy.

The Fight for Freedom is real enough.

The current Victory Loan Campaign is real part of that fight.

The need for money is not enough. And the raising of it is a matter for every man, woman, child, and dog. It's not something that can be left to George, or to the so-called "big business" or to banks, insurance companies and corporations. They are contributing heavily. But every man and woman who draws a pay envelope or who has savings in the bank is asked to pull his or her weight by subscribing to the War Bonds in thousands of his or her countrymen. They aren't asked to give a share of their savings merely to lend it. And that's a pretty reasonable proposal to pay for millions of their present safety and health, and of their future security.

That is what we think.

Why not tell the workers of the conquered countries of Europe that a Nazi conquest didn't affect them?

Spending Rationing

IN THIS case of Maclean's, Richard L. Maclean, Washington correspondent, gives details of the spending rules in the United States in spending on war production.

Also important is the law published last year.

in his budget message President Roosevelt suggested that next year resources totaling \$600 million be made in new spending, the reduction to be made in other departments general public works, aid to agriculture, aid to youth, and in work relief.

A joint congressional committee on non-military expenditures has reported its opinion that economies saving \$2 billion of dollars could be obtained with a saving of \$40 million to the Treasury.

Also in Washington is an advertisement called The Citizens' Emergency Committee on Non-Defense Expenditures. Its slogan is "Today's Expenditure is Tomorrow's Tax." By a monthly letter it keeps its members informed concerning Government spending. It shows a growing demand that spending as well as taxes and military must be reduced in this time of crisis.

In Canada, war expenditures during the next two or three months may reach between \$100 and \$200 million. In each year the Government's non-war spending has been around \$100 million. In view of the necessity of Canadian living in their better days, and of that country's war effort, it is reasonable to suggest that the Government must an increase in spending of some \$100 million by providing custom and not by war needs.

### South York

WHAT most interested us about the South York election result was (a) the fact that only 10% five per cent of the possible total vote was polled, and (b) the extent to which the 10% of the vote was won by young people, many of them poor and former pupils of the successful C.C.F. candidate, who was English member of the district council.

With regard to (a) it is true that a heavy snowstorm had hampered people's movements in some areas, but a lot of citizens who could have reached the poll without such inconvenience just didn't vote.

With regard to (b) it is obvious that Mr. Howarth had won the confidence of the young people with whom he was in contact. That may mean the older political parties to do some thinking.











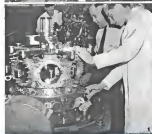




Flying in these jobs, they can reach T.C.A. airports, command flying time 12,000 hours (plus more than 7,000,000

## T. C. A. PILOT

These are the men who fly the planes that speed the nation's business



TransCanada Air Lines student pilot and field commander Lewis John Morrison, 31, 874 hours. He goes into maintenance base for an engine, leaves operation of equipment he will fly.



First officer holds pilot to cockpit of Link Trainer, which never leaves ground, but teaches him use of radio, "boom" for blind flying, and of other instruments essential to air line operation.



TRANS-CANADA Air Lines last year carried 150,154 passengers — 30,000 more than in 1961 and seventy-five per cent of those are business travelers collected into the jets. Within four years of its inception T.C.A. has become a vital part of Canadian life and business. One of the most vital elements in T.C.A. is success but less the value of the pilot who fly its planes. Indeed the most many pilots since T.C.A. with 500 hours flying experience. Today's demand for R.C.A.F. instructors for test and ferry pilots makes such men almost impossible to find, but TransCanada guarantees the skill of its flight personnel by training its own men. At Winnipeg, embryo pilots are put through one of the most intensive courses of flight training available anywhere. Here TransCanada's Rule of Three safety passenger member activities perform some — is drilled into them above all else. The average T.C.A. regional pilot is 28 or 29, a second lieutenant in the Royal Canadian Mounted Police or Marine. The typical first officer is 30 years old (with a fourth with Canadian military-connected air line today is 24 or 25, still single. He must hold the Depen-

dent of Transport's recommended pilot's license (requiring a minimum of 4000 hours) and usually has 1000; the training with his basic level flying this T.C.A. class puts him into the shops, where he learns all about the plane as he goes. The technique of instrument flying — "flying blind" — is taught in a Link Trainer before he enters a company aircraft. On passing subjective written examinations as well as practical flying tests he gets his steps as a first officer.

Captain sometimes call their first officer "buddy." The main rule on the captain's right and spends much of his time checking the safety instruments that record engine and control performance. The flying line the plane during the descent and landing during the minutes with the first officer during take-off. Within a year of his appointment the captain must pass a series of examinations on instrument subjects. Then after two years at least of scheduled night and day flying courses Canada he is put through practical tests by the chief pilot. If he passes these tests, and then only to be promoted to captain.



Chief-pilot explains how engine works. Morse signal "A" — is transmitted in one speed, "N" — in the other. When pilot dies, as the lesson, signals merge to steady him a step-back.



After Link-trainer blind "flight" was specified course, student is shown results he did follow as checked by "buddy" device. Now he's ready to commence real flight training in instrumented Link-trainer.



Reactor gauge tells nuclear balance of pilot's spin. The reactor staff must not slack four times yearly, must keep in the pink.

**AN HOUR** before take-off mission and first officer makes out their flight plan to the last detail. This includes the route and alternate routes, taking altitude, weather conditions to be encountered, required engine power point at departure and time to destination whether they will fly "contact" or by radio route. Flight is not authorized to depart until plan has been submitted to divisional commander by telephone and approved.

With ten minutes to go the crew board their plane, inspect fuel supply, radio altimeter and other instruments. Wing steps for landing are tested and the big ship rolls to the east of the runway. Then with broken field and engine running, engines and first officer ten men a final check of every operational factor before once more to island where to the ship.

Left: New first officer takes place of captain's right "in the office" — the cockpit of an air base. Pilot's seat, many other like A-1C's.



The new pilot knows that T-44C plane is cleared after each flight shipped for overhaul every 200 air hours.



First flight is planned almost minute by minute — right officer, ground fuel consumption, etc. Weatherman gives crew charts with current flow, wind, first officer (mid), Department (right) will follow entire trip from ground to takeoff.



He's on the left side one — first officer becomes a captain after many months of scheduled flying and extensive tests.



They use a briefcase of many of machine parts — the parts are busy with machine parts, engine operation, fuel consumption.



Most T-44C pilots worry with first officer, make ground landing man. They fly 30 hours a month, time of home depends on route.

Photo by White, Center for Air Force

The plane has been checked down from the air and stored with fuel. The pilots are "up front," the view inside shows the passengers — and another T-44C is in the air, ready for the takeoff.







































# The drink they all expect

Ice-cold "Coca-Cola", known, too, by the friendly abbreviation, "Coke", holds a unique place among refreshing things. Its pleasantly exciting qualities entertain thirst. You respond to its taste, its sparkle and its refreshment. People enjoy ice-cold "Coca-Cola", expecting complete refreshment . . . and they get it in "Coca-Cola". It's the real thing.

Hello . . .  
I'm  
"Coca-Cola"  
known, too, as  
"Coke"

THE COCA-COLA COMPANY OF CANADA, LIMITED